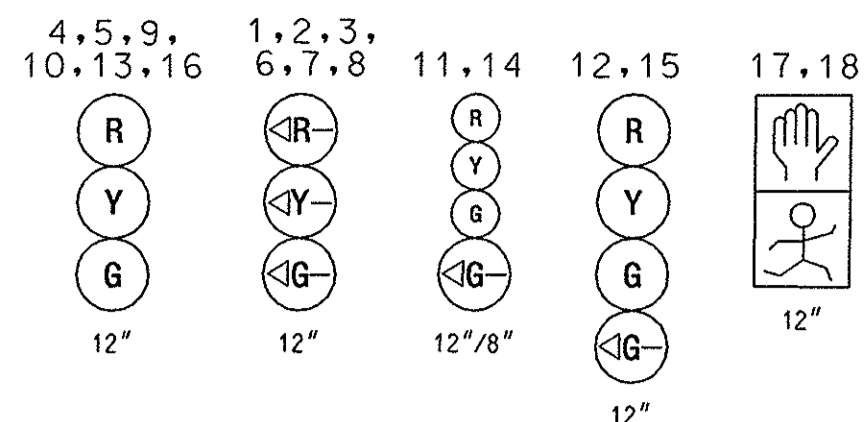
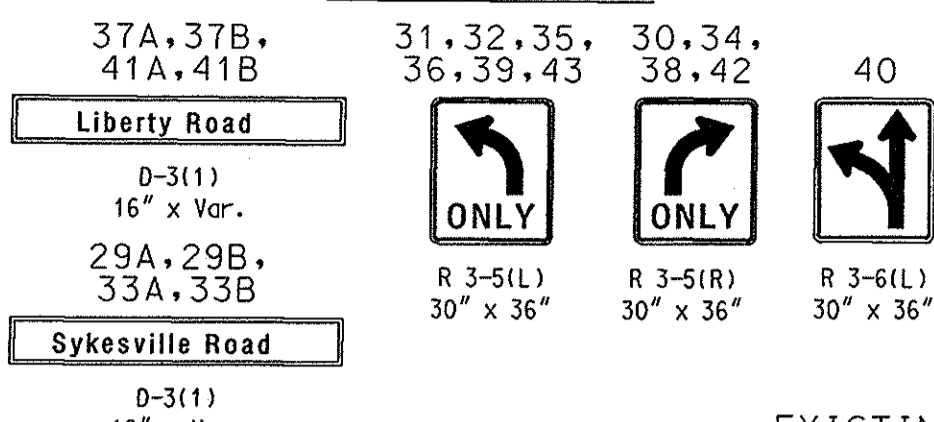


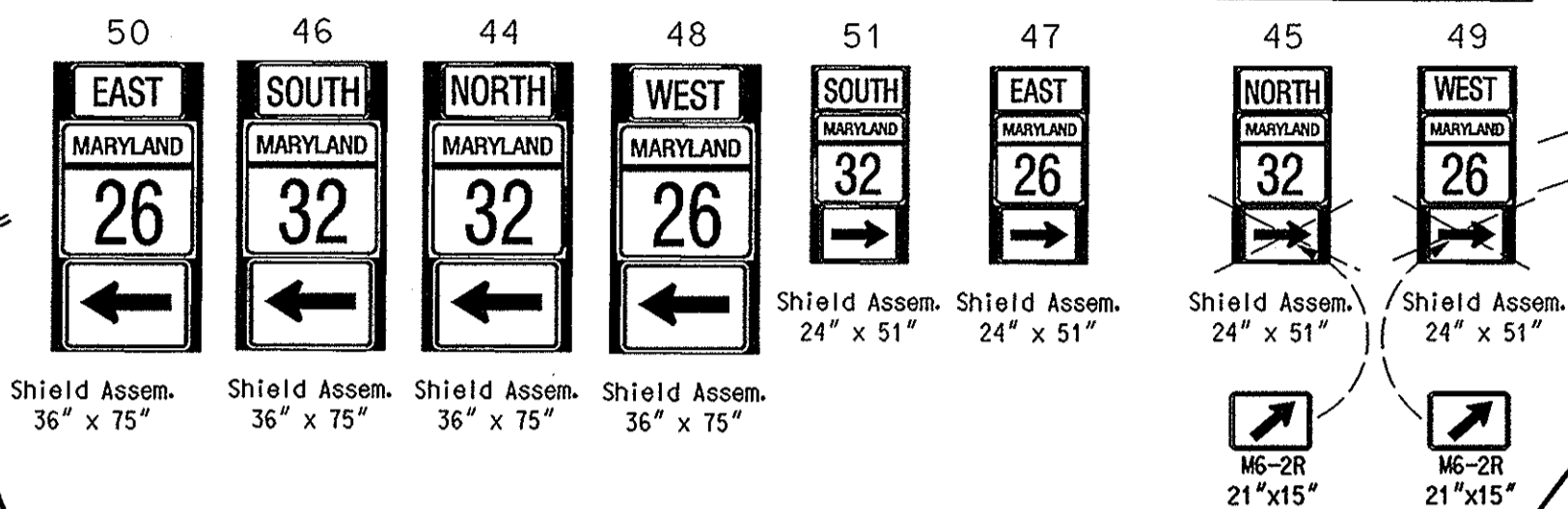
EXISTING SIGNALS



EXISTING SIGNS



EXISTING SIGNS TO BE MODIFIED



EXISTING VIDEO DETECTION

a,b,c,d

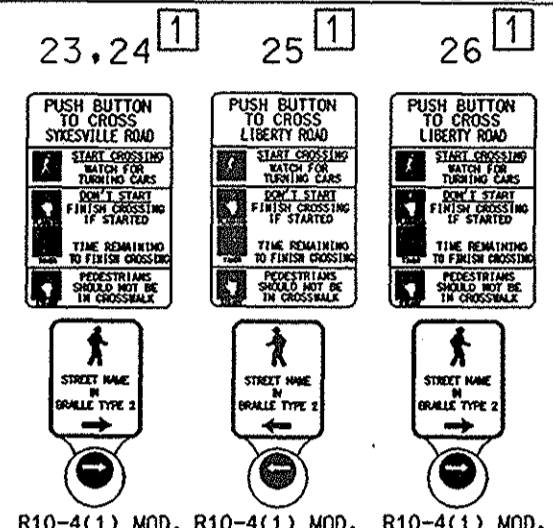
PROPOSED SIGNALS

19,20,21,22

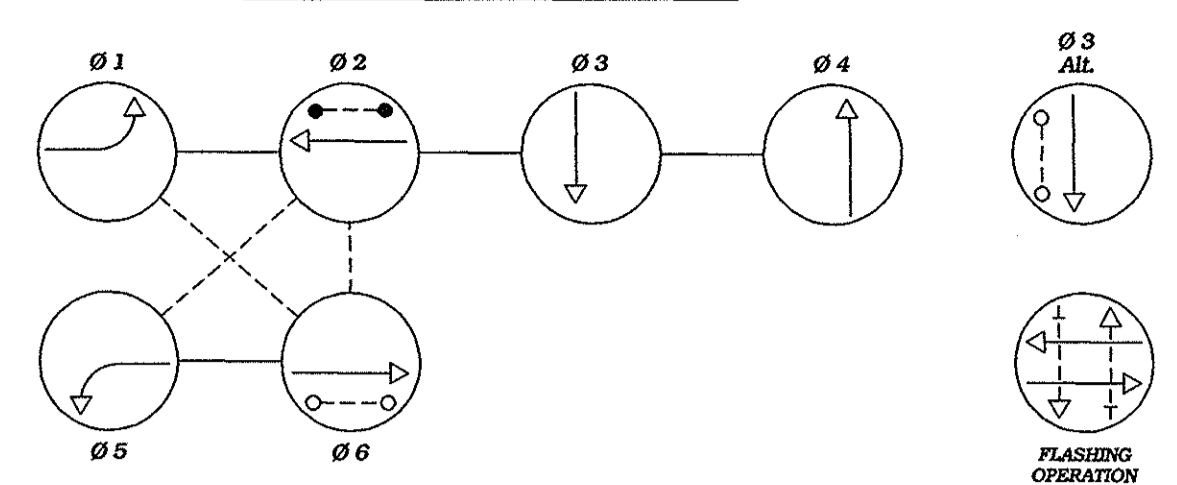


16" LED  
COUNTDOWN  
PEDESTRIAN  
SIGNAL HEAD

PROPOSED PUSHBUTTON AND SIGN

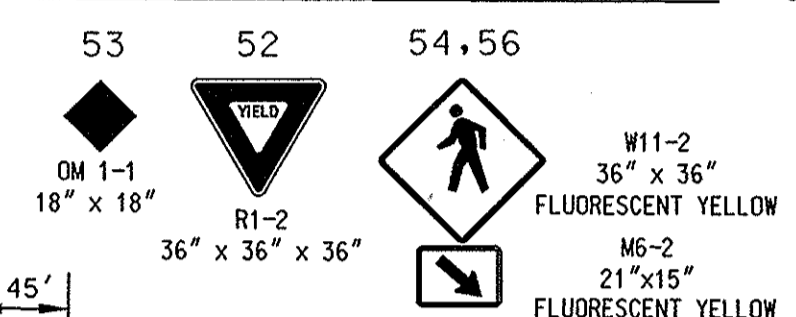


PROPOSED NEMA PHASING



NEMA notes:  
Phases associated by a dashed line will operate concurrently.  
Phases associated by a solid line will not operate concurrently.  
Phase 5 shall lag behind Phases 2 and 6.

PROPOSED GROUND MOUNTED SIGNS



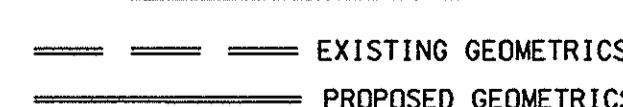
EXISTING SIGN TO BE RELOCATED



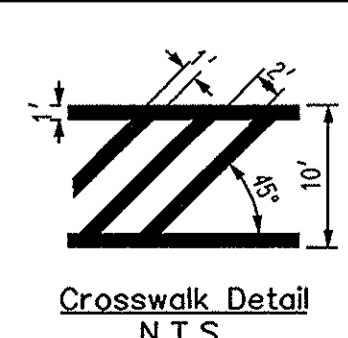
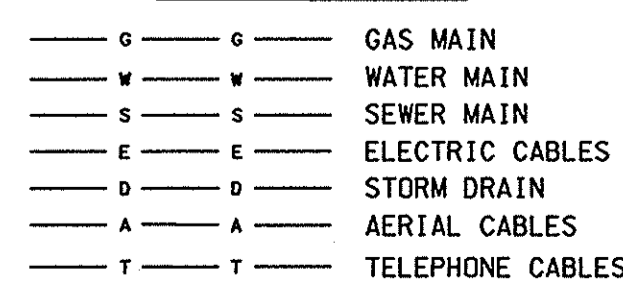
CONSTRUCTION DETAILS

- A. Install handhole.
- B. Use existing base mounted cabinet. Install one 4 inch PVC conduit bend in cabinet base.
- C. Install 1 in. liquid tight flexible conduit for loop detector lead-in.
- D. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - trench.
- E. Install 3 in. polyvinyl chloride [Schedule 80] electrical conduit - bored.
- F. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - trench.
- G. Install 4 in. polyvinyl chloride [Schedule 80] electrical conduit - Bored.
- H. Install 6 ft. x 6 ft. vehicle loop detector (4 turns).
- J. Install 24 in. wide Detectable Warning Surface pavement marking.
- K. Install 12 in. wide pavement marking - white for crosswalk.
- L. Use existing conduit.
- M. Use existing handhole. Pull back micro-loop cable from base mounted cabinet and reroute existing cable back to cabinet.
- N. Use existing steel pole and remove existing pedestrian signal head and pushbutton. Pull back signal cable from base mounted cabinet and reroute cable back to cabinet.
- O. Use existing steel pole and install countdown pedestrian signal head and APS pushbutton station and sign, and pedestrian education sign as shown.
- P. Install 10 ft. steel pedestal pole on break away base with countdown pedestrian signal head, APS pushbutton station and sign, and pedestrian education sign. (Note: one 3 in. PVC conduit bend).
- Q. Install 10 ft. steel pedestal pole on break away base with countdown pedestrian signal head, APS pushbutton station and sign, and pedestrian education sign. (Note: one 3 in. PVC conduit bend).
- R. Cap and abandon existing conduit.
- S. Remove existing handhole.
- T. Use existing span wire.
- U. Install ground mounted sign as shown. (Removal of sidewalk may be necessary to install sign).
- V. Use existing conduit and pull back interconnect/signal cables from the base mounted cabinet to next handhole and reroute cable back to cabinet.
- W. Use existing handhole.
- X. Cut existing conduit and install new handhole as shown.
- Y. Use existing micro-loop detection.
- Z. Adjust existing video camera detection zone for north leg of intersection.
- aa. Use existing crosswalk.
- bb. Use existing steel pole and existing pedestrian signal head (No. 18). Remove existing pedestrian signal head for crossing MD 26.
- cc. Remove and replace 4 in. sidewalk/ADA ramp and curb & gutter (See sheet No. 2 for sidewalk detail).
- dd. Relocate existing ground mounted sign as shown.
- ee. Disconnect and abandon existing loop detector.
- ff. Remove existing pavement marking by grinding.

GEOMETRIC LEGEND



UTILITY LEGEND



Red-Line Revision 1  
6-19-07  
MDOT - SHA  
O.O.T.S.  
Approval Date  
TS-1503F TMS No. H-944

NOTES

- 1. Geometrics shall be confirmed prior to the installation of signal equipment. All traffic signal foundations shall be installed at final sidewalk or curb grade for closed sections, highest roadway profile grade for open sections to meet clearances as specified in MD 816.03, MD 818.01, MD 818.02, MD 818.04. The contractor shall verify ultimate grades prior to the installation of all signal equipment.
- 2. Loop detectors and conduits shall be installed prior to the installation of pavement markings.
- 3. Pavement markings detailed are proposed and are to be installed by the Contractor in accordance with with MD-SHA standards. All other pavement markings will either be installed as part of the Developer's project or are to be considered as existing.
- 4. Revision 'F' is a revision to the traffic signal built in (March, 1977) under S.H.A. Contract No.: 23855T25066009.
- 5. All underground and overhead utilities shown on these plans are schematic and are not to be considered complete. The Contractor shall be responsible for notifying all utility companies prior to construction so that all utilities may be located in the field. If the Contractor perceives that a conflict between the utilities and the traffic signal equipment will occur, the Contractor shall notify the appropriate Project Engineer immediately.

Revision F  
The Traffic Group  
Oct. 26, 2006 Relocate signal equipment due to widening on MD 32. SHA # BW996M82  
March, 2004  
Install video detection SHA No. AT3085185  
November 13, 2001  
As-Built SHA No. BW996M82  
C Side Street Split for MD 32 SHA N. AW105-501-785  
APPROVALS  
TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION  
ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION  
CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION  
DIRECTOR, TRAFFIC & SAFETY

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION  
Office of Traffic & Safety  
TRAFFIC ENGINEERING DESIGN DIVISION  
(Traffic Signal Plan)  
MD 26 (Liberty Rd.) at MD 32 (Sykesville Rd.)  
DRAWN BY: J. Gordon  
CHECKED BY: J. Gordon  
SCALE: 1" = 20'  
DATE: March, 1977  
F.A.P. NO. N/A  
S.H.A. NO. 23855T25066009  
COUNTY: Carroll  
LOG MILE: 06002610.06  
TS NO. 1503 F  
T.I.M.S. NO. H944  
SHEET NO. 1 OF 3